

1 Amendments to the claims:

2 1. Canceled

3 2. Canceled

4 3. Canceled

5 4. (Previously presented) A simplified "T" interchange design  
6 for an intersection of a four lane expressway with a two lane  
7 highway, said interchange design comprising:

8 a first road surface with traffic moving in a left to right  
9 direction, said first road surface having at least two lanes for  
10 traffic moving in said left to right direction;

11 a second road surface for traffic moving in a right to left  
12 direction, said second road surface having at least two lanes for  
13 traffic moving in said right to left direction;

14 an open space between said first road surface and said second  
15 road surface, said open space substantially forming a median;

16 a third road surface for traffic intending to intersect said  
17 first road surface and said second road surface; said third road  
18 surface having at least one lane for traffic moving toward said  
19 first road surface and said second road surface; said third road  
20 surface having at least one lane for traffic moving away from said  
21 first road surface and said second road surface;

22 a bridge located on said first road surface substantially  
23 where said third road surface intersects said first road surface,  
24 said bridge configured so that vehicles traveling on said first  
25 road surface pass over said bridge, and above said third road

Amendments to the claims:

1. Canceled

2. Canceled

3. Canceled

4. (Currently amended) ~~The~~ A simplified "T" interchange design of claim 1 for an intersection of a four lane expressway with a two lane highway, said interchange design comprising:

a first road surface with traffic moving in a left to right direction, said first road surface having at least two lanes for traffic moving in said left to right direction;

a second road surface for traffic moving in a right to left direction, said second road surface having at least two lanes for traffic moving in said right to left direction;

an open space between said first road surface and said second road surface, said open space substantially forming a median;

a third road surface for traffic intending to intersect said first road surface and said second road surface; said third road surface having at least one lane for traffic moving toward said first road surface and said second road surface; said third road surface having at least one lane for traffic moving away from said first road surface and said second road surface;

a bridge located on said first road surface substantially where said third road surface intersects said first road surface, said bridge configured so that vehicles traveling on said first road surface pass over said bridge, and above said third road

1 surface; said bridge configured so that vehicles traveling on said  
2 third road surface pass under said bridge, and under said first  
3 road surface;

4 an exit ramp from said second road surface onto said median ,  
5 said exit ramp connecting onto said third road surface;

6 whereby a "simplified "T" interchange design " is provided  
7 that provides many benefits; most importantly, all the hazardous  
8 elements of existing expressway "T" intersections are eliminated,  
9 the results will be the elimination of all future serious and  
10 fatal accidents; also, the new "T" interchange design will be very  
11 safe for vehicles passing through the new interchange from any  
12 direction as vehicles are never required to cut across lanes of  
13 high speed traffic when making transitions between the two lane  
14 highway and the four lane expressway; and any vehicles passing in  
15 front of one another would at most be traveling at only a few miles  
16 an hour, thus, any accidents would be minor; additionally, "on  
17 ramps" and "off ramps" can be provided so that vehicle making  
18 transitions are able to get up to speed before merging with high  
19 speed traffic; also, the new simplified interchange design will not  
20 be confusing for vehicles passing through the interchange from any  
21 direction even if the interchange is built on a curving expressway,  
22 and the interchange would very inexpensive to build when compared  
23 to the cost to build a conventional interchange, as the simplified  
24 design for a "T" interchange can built for approximately 20% to

1 25% of the cost of a traditional interstate interchange thereby  
2 saving government transportation departments millions of dollars,  
3 additionally, the simplified "T" interchange design may only take  
4 up 20% to 25% of the space of a conventional expressway freeway  
5 interchange, thereby saving money and land for other uses.

6  
7 5. (Currently amended) The simplified "T" interchange design  
8 of claim 4 including an on ramp connecting from said third road  
9 surface, passing through said median, and connecting onto said  
10 second road surface.

11  
12 6. (Previously presented) A simplified "T" interchange design  
13 for an intersection of a four lane expressway with a two lane  
14 highway, said interchange design comprising:

15 a first road surface with traffic moving in a left to right  
16 direction, said first road surface having at least two lanes for  
17 traffic moving in the left to right direction;

18 a second road surface for traffic moving in a right to left  
19 direction, said second road surface having at least two lanes for  
20 traffic moving in the right to left direction;

21 an open space between said first road surface and said second  
22 road surface, said open space substantially forming a median;

23 a third road surface for traffic intending to intersect said  
24 first road surface and said second road surface; said third road

1 surface having at least one lane for traffic moving toward said  
2 first road surface and said second road surface; said third road  
3 surface having at least one lane for traffic moving away from said  
4 first road surface and said second road surface;

5 a bridge located on said third road surface substantially  
6 where said third road surface intersects said first road surface,  
7 said bridge configured so that vehicles traveling on said first  
8 road surface pass under said bridge, and, under said third road  
9 surface, said bridge configured so that vehicles traveling on said  
10 third road surface pass over said bridge, and over said first road  
11 surface;

12 whereby a "simplified "T" interchange design " is provided  
13 that provides many benefits; most importantly, all the hazardous  
14 elements of existing expressway "T" intersections are eliminated,  
15 the results will be the elimination of all future serious and  
16 fatal accidents; also, the new "T" interchange design will be very  
17 safe for vehicles passing through the new interchange from any  
18 direction as vehicles are never required to cut across lanes of  
19 high speed traffic when making transitions between the two lane  
20 highway and the four lane expressway; and any vehicles passing in  
21 front of one another would at most be traveling at only a few miles  
22 an hour, thus, any accidents would be minor; additionally, "on  
23 ramps" and "off ramps" can be provided so that vehicle making  
24 transitions are able to get up to speed before merging with high

1 speed traffic; also, the new simplified interchange design will not  
2 be confusing for vehicles passing through the interchange from any  
3 direction even if the interchange is built on a curving expressway,  
4 and the interchange would very inexpensive to build when compared  
5 to the cost to build a conventional interchange, as the simplified  
6 design for a "T" interchange can built for approximately 20% to  
7 25% of the cost of a traditional interstate interchange thereby  
8 saving government transportation departments millions of dollars,  
9 additionally, the simplified "T" interchange design may only take  
10 up 20% to 25% of the space of a conventional expressway freeway  
11 interchange, thereby saving money and land for other uses.

12  
13 7. (Previously presented) The simplified "T" interchange design of  
14 claim 6 including an exit ramp from said first road surface  
15 connecting onto said third road surface.

16  
17 8. (Previously presented) The simplified "T" interchange design of  
18 claim 6 including an exit ramp from said third road surface  
19 connecting onto said first road surface.

20  
21 9. (Previously presented) The simplified "T" interchange design of  
22 claim 6 including an exit ramp from said second road surface onto  
23 said median, said exit ramp connecting onto said third road  
24 surface.

1 10. (Previously presented) The simplified "T" interchange design of  
2 claim 6 including an on ramp connecting from said third road  
3 surface, passing through said median, and connecting onto said  
4 second road surface.

5  
6 11. (Previously presented) A simplified "T" interchange design for  
7 an intersection of a four lane expressway with a two lane highway,  
8 said interchange design comprising:

9 a first road surface with traffic moving in a left to right  
10 direction, said first road surface having at least two lanes for  
11 traffic moving in said left to right direction,

12 a second road surface for traffic moving in a right to left  
13 direction, said second road surface having at least two lanes for  
14 traffic moving in said right to left direction ,

15 an open space between said first road surface and said second  
16 road surface, said open space substantially forming a median;

17 a third road surface for traffic intending to intersect said  
18 first road surface and said second road surface; said third road  
19 surface having at least one lane for traffic moving toward said  
20 first road surface and said second road surface; said third road  
21 surface having at least one lane for traffic moving away from said  
22 first road surface and said second road surface;

23 a bridge located on said first road surface substantially  
24 where said third road surface intersects said first road surface,

1 said bridge configured so that vehicles traveling on said first  
2 road surface pass over said bridge, and over said third road  
3 surface; said bridge configured so that vehicles traveling on said  
4 third road surface pass under said bridge, and under said first  
5 road surface;

6 an exit ramp from said second road surface onto said median ,  
7 said exit ramp connecting onto said third road surface;

8 an on ramp connecting from said third road surface, passing  
9 through said median, and connecting onto said second road surface;

10 whereby a "simplified "T" interchange design " is provided  
11 that provides many benefits; most importantly, all the hazardous  
12 elements of existing expressway "T" intersections are eliminated,  
13 the results will be the elimination of all future serious and  
14 fatal accidents; also, the new "T" interchange design will be very  
15 safe for vehicles passing through the new interchange from any  
16 direction as vehicles are never required to cut across lanes of  
17 high speed traffic when making transitions between the two lane  
18 highway and the four lane expressway; and any vehicles passing in  
19 front of one another would at most be traveling at only a few miles  
20 an hour, thus, any accidents would be minor; additionally, "on  
21 ramps" and "off ramps" can be provided so that vehicle making  
22 transitions are able to get up to speed before merging with high  
23 speed traffic; also, the new simplified interchange design will not  
24 be confusing for vehicles passing through the interchange from any



1 direction even if the interchange is built on a curving expressway,  
2 and the interchange would very inexpensive to build when compared  
3 to the cost to build a conventional interchange, as the simplified  
4 design for a "T" interchange can built for approximately 20% to  
5 25% of the cost of a traditional interstate interchange thereby  
6 saving government transportation departments millions of dollars,  
7 additionally, the simplified "T" interchange design may only take  
8 up 20% to 25% of the space of a conventional expressway freeway  
9 interchange, thereby saving money and land for other uses.

10  
11 12. (Previously presented) The simplified "T" interchange design of  
12 claim 11 including an exit ramp from said first road surface  
13 connecting onto said third road surface.

14  
15 13. (Previously presented) The simplified "T" interchange design of  
16 claim 11 including an exit ramp from said third road surface  
17 connecting onto said first road surface.

18  
19 14. (Currently amended) The simplified "T" interchange design of  
20 claim 11 including a traffic signal ,or stop sign at the end of  
21 said third road surface substantially where said third road surface  
22 meets said second road surface.

23  
24 15. (Currently amended) The simplified "T" interchange design of

claim 11 including a traffic signal ,or stop sign at the end of said exit ramp substantially where said exit ramp from said second road surface meets said third road surface.

16. (Canceled)

17. (Previously presented) The simplified "T" interchange design of claim 11 including an "up ramp" on said first surface originating at the ground level of said interchange location, said "up ramp" rising to meet the top of said bridge; and, a "down ramp" originating at said top of said bridge, said "down ramp" terminating at said ground level of said interchange location.

18. (Currently amended) The simplified "T" interchange design of claim 11 wherein said bridge is an arched bridge with Brownstone color & texture that is similar to native brownstone located Bayfield County Wisconsin;

thereby providing a design that would ~~be very attractive and could be a land mark and could be referred to as~~ "a gateway" to the local national park and Apostle Islands; additionally an arched brownstone bridge could be designed to look as if it were built hundreds or even a thousand years ago similar to Roman Bridges built in Europe more than a thousand years ago.

1 19. (Canceled)

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3 20. (canceled)

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5 21. (New) The simplified "T" interchange design of claim 4  
6 including a traffic signal ,or stop sign at the end of said third  
7 road surface substantially where said third road surface meets said  
8 second road surface.

9

10 22. (new) The simplified "T" interchange design of claim 4  
11 including a traffic signal ,or stop sign at the end of said exit  
12 ramp substantially where said exit ramp from said second road  
13 surface meets said third road surface.

14

15 23. (New) The simplified "T" interchange design of claim 4  
16 including an exit ramp from said first road surface connecting onto  
17 said third road surface.

18

19 24. (new) The simplified "T" interchange design of claim 4  
20 including an exit ramp from said third road surface connecting onto  
21 said first road surface.

22

23 25. (New) The simplified "T" interchange design of claim 4  
24 including an "up ramp" on said first surface originating at the

1 ground level of said interchange location, said "up ramp" rising to  
2 meet the top of said bridge; and, a "down ramp" originating at said  
3 top of said bridge, said "down ramp" terminating at said ground  
4 level of said interchange location.

5  
6 26. (New) The simplified "T" interchange design of claim 6  
7 including a traffic signal ,or stop sign at the end of said third  
8 road surface substantially where said third road surface meets said  
9 second road surface; and

10 a traffic signal ,or stop sign at the end of said exit ramp  
11 substantially where said exit ramp from said second road surface  
12 meets said third road surface.